

The Cumberland & Pennsylvania Railroad in Pennsylvania The Huntingdon & Broad Top Mountain

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We know the Cumberland & Pennsylvania Railroad, headquartered in Mount Savage, was chartered in Maryland, and in West Virginia. The Maryland Charter provided the Company "... with all the rights and powers necessary to the construction and repair of a Railroad from the town of Cumberland, to some suitable point on the dividing line between the States of Maryland and Pennsylvania..."

The Charter also said, "Provided, that the Pittsburgh and Connellsville Rail Road Company, as proposed to be chartered, by a bill now pending, in the laying out and constructing their road from the town of Cumberland to the Pennsylvania line, shall have priority of choice over any road to be laid out or constructed by the said Cumberland and Pennsylvania Rail Road Company in the right of way."

The Pittsburg and Connellsville chose the west side of Will's Creek, as did the C&P. The P&C, in 1871, completed the Cumberland-Pittsburgh line and leased it to the B&O the following year. The P&C was a shell company, providing an excuse for the B&O to build a line in Pennsylvania in spite of their rival, the Pennsylvania Railroad

The Bedford & Bridgeport Railroad, later acquired by the Pennsylvania Railroad, completed track to the Maryland State line, near Ellerslie, Maryland, in 1872. The C&P extended to meet it from Kreigbaum (Corrigansville). This *State Line Branch* was completed in 1872 by the Consolidation Coal Company (owner of the C&P), and ran from Kreigbaum to State Line to connect with the Bedford Division of the Pennsylvania Railroad (PRR). The PRR maintained a yard and shops at State Line. The facilities included a seven stall engine house, a water tower, and coaling facilities. The State Line facilities closed in 1956, and disappeared by the 1980's. The C&P ran on the west side of Will's Creek, along with the B&O. The Western Maryland, operating as the Pennsylvania Railroad in Maryland, ran along the east side. At times, up to 15 trains of coal cars per day were handled at the interchange. The loaded cars were hauled over the Bedford & Bridgeport railroad, to the Huntingdon & Broad Top Mountain at Mount Dallas, Pennsylvania. The H&BTM ran along the west side of Broad Top Mountain, best known for the narrow gage line on its east side, the East Broad Top Railroad. The C&P interchanged with the H&BTM at State Line, Pennsylvania.

A highly profitable operation, the H&BTM was an acquisition target of the PRR. When the shareholders declined to sell, the PRR built an alternate line (the Bedford & Hollidaysburg), that strangled the coal lifeline of the H&BTM. But, the road operated until 1954, and a portion was then operated as the Everett Railroad. The H&BTM ran along the west of Broad Top Mountain, following the Raystown Branch of the Juniata River.

The traffic was hauled by that road to Huntington, where there was a connection with the PRR main. Then, coal went to the dock at South Amboy, New Jersey. Strangely enough, the H&BTM was a Pennsylvania Railroad entity to draw coal freight away from the B&O. But, ignoring their big rail brothers, B&O and Pennsy, the two smaller lines got along just great. Total rail mileage for the H&BTM was 72 miles, and around 50 miles for the C&P,

In most cases, loaded coal trains were turned over to H&BTM motive power at the small yard just north of the Pennsylvania-Maryland border, in exchange for strings of empties. The PRR disparaged C&P's wooden coal hoppers, saying they frequently broke under load. C&P engines could and did operate in Pennsylvania, under PRR Operating rules.

Early on, two Winans engines had gone to the Huntingdon & Broad Top Mountain Railroad in 1863. One unit blew up in 1868, with the loss of four lives. The C&P had 16 of these engines, acquired from earlier roads it absorbed. The C&P Shops became very good at rebuilding these and keeping them in service.

The H&BTM had one of the same gas-powered cars as the C&P, a Brill Gas-Electric which replaced steam power for passenger service in April 1929 on the Maryland line..

This was a self-contained unit for passengers and express freight. They came equipped with dual Hall-Scott 300-hp gasoline engines coupled to Westinghouse generators. These drove electric traction motors. The car weighed 150,000 pounds, and was 75 feet long. It was capable of pulling a trailing car, depending on the grade. C&P's Brill 101 seated 73. There is documented evidence that, when the C&P car had a major engine problem, they contacted the H&BTM, who promptly supplied the needed part from their stock.

The C&P and the H&BTM had a lot in common, dedicated mostly to the coal trade, being overshadowed by big Class-1 Railroads, operating in conflict. But, at the working level, the C&P and the H&BTM operated co-operatively.